

help the people of Flint end this man-made emergency that is simply beyond their control.

All Americans deserve safe, clean drinking water, not just some of them. I hope my Republican colleagues will choose to help us to pass legislation to resolve this crisis, sending emergency funds to the people of Flint now.

Mr. President, would the Chair announce the business of the day.

RESERVATION OF LEADER TIME

The PRESIDING OFFICER. Under the previous order, the leadership time is reserved.

MORNING BUSINESS

The PRESIDING OFFICER. Under the previous order, the Senate will be in a period of morning business, with Senators permitted to speak therein for up to 10 minutes each.

The assistant Democratic leader.

NATIONAL SECURITY SATELLITE LAUNCHES

Mr. DURBIN. Mr. President, I wish to address an issue of vital importance to America's national security. It is the issue of reliable rocket launches—launches which the Department of Defense and the national intelligence agencies count on on a regular basis to launch satellites to keep America safe.

There is a separate area of launches with NASA involving the civilian side, but this morning I want to focus primarily on the Department of Defense rocket launches.

We made a decision about 10 years ago that was wrong. Two companies that were competing at that time, Boeing and Lockheed, came forward to the Federal Government and said: We have a plan. Instead of our companies competing, we will join together. We will become one company—Boeing and Lockheed—for this purpose, under the term United Launch Alliance. They argued, convincingly at the time, that this was the best way to come up with affordable, reliable launches. Well, that was true for half of the projection. They were reliable.

In the last 10 years, the United Launch Alliance has been a reliable partner with the Department of Defense in launching satellites and other things into space which are critical for our national security. But, unfortunately, because they became a monopoly, with no competition, they became increasingly more expensive and we had no place to turn.

Recently, there have been new entries in this market in terms of launching satellites. One of the most promising is SpaceX. SpaceX, from its infancy, has matured into a company that could play an important role in the future of satellite launches in the United States. I noted this fact, and as chairman of the Appropriations Sub-

committee on Defense, I did something that doesn't happen around here very often. I had a hearing scheduled and brought together the CEOs of United Launch Alliance, the traditional partner of the Department of Defense in launching satellites, and this new company, SpaceX. I invited the CEOs from both companies to sit at the same table and to answer questions from the Appropriations Subcommittee on Defense. Then, at the end of the hearing, I did something that I thought might be positive and constructive. I said to each CEO: I would like each of you to write 10 questions that should be in the record answered by your partner at the table there. If we haven't covered everything to give a fair exposition of where this issue stands today, now is your chance.

That was in January 2014. It was the first time anybody had brought together two potentially competing companies and let them plead their case before the Appropriations Subcommittee on Defense. But I felt this was the best way to give SpaceX a chance to tell its story as a new entrant into this competition and for ULA to defend its position.

We then decided there was another element that was important. United Launch Alliance has several engines that can take a satellite into space. The most economical one is built by the Russians, the RD-180. I happen to believe that it is not in our best security interest to be dependent on the Russians to supply us with a rocket engine for vital satellites to be launched into space. So I started pushing in the Appropriations Subcommittee on Defense to put money into a competition for an American-made, American-built rocket engine to replace the Russian RD-180. For 2 successive years we have appropriated more money for this competition than the defense authorizing committee.

It turns out that we are on the right track, but the timing is challenging. What we have been told is that replacing the Russian engine with an American-made engine will take up to 5 years. Who is the source of that statement? The Secretary of the Air Force. So the obvious question is, If we can't cut off the Russian engine today without jeopardizing our national security, what should we do? We decided in the current appropriations bill to extend the authority to the Department of Defense to take bids on rockets launched by the Russian engine from ULA through this fiscal year. I thought this was a prudent thing to do—to wean ourselves from dependence on Russian-made engines—but to do it in a thoughtful, sensible way that gave the Department of Defense some options. This request, incidentally, for options and flexibility came not just from the Secretary of the Air Force, but it came from the Director of National Intelligence as well as the Secretary of Defense. They said they needed these options to keep America safe.

That was the state of play until the senior Senator from Arizona decided he was going to come to the floor repeatedly and challenge this conclusion by the Appropriations subcommittee, then leading to an op-ed which he published yesterday in the Wall Street Journal. I come to the floor this morning to address that op-ed by the senior Senator from Arizona. It is titled: "Congress's Cynical Crony-Capital Gift to Putin."

The senior Senator from Arizona referenced me by name in this article, as he has repeatedly on the floor of the Senate, though many would argue that violates the Senate rules. Notwithstanding that personal aspect of this, I want to address the issue that is before us.

Why does the senior Senator from Arizona continue to single me out personally? It is because I happen to agree with the Secretary of Defense, the Director of National Intelligence, and the Secretary of the Air Force about a vital, important national security issue. The senior Senator from Arizona disagrees with them.

The issue is deadly serious, despite the name-calling by my colleague. It is about competition for launching defense satellites into space. Here are the facts. One company, United Launch Alliance, or ULA, held a monopoly for nearly 10 years. The cost of launches rose out of control. Today, there is finally an opportunity for competition. A new company I mentioned earlier, SpaceX, has entered space launch. They are challenging ULA. As I said earlier, in January 2014, I recognized this option—this possibility, this opportunity—and held a hearing with the CEOs of both companies testifying under oath. The result of this competition is that costs are dropping, exactly what we wanted to achieve, and the taxpayer is beginning to see savings. However, as I mentioned earlier, the ULA rocket most often uses a Russian-built rocket engine, the RD-180. After the Russian invasion of Crimea and eastern Ukraine, the Department of Defense and Congress agreed it was time for us to phase out any dependence on this Russian-made engine and to make an American product as soon as possible. I couldn't agree with that more.

Developing and testing a new, American-made rocket takes time—more time than I imagined. The Secretary of the Air Force, testifying before the committee of the senior Senator from Arizona, estimated that it would take to at least 2021 or 2022 until there was an American-made rocket engine that can replace the Russian engine that is being used today. However, the senior Senator from Arizona doesn't want to wait that long to replace the Russian engine. In his Wall Street Journal diatribe, he writes that "we don't need to buy any more." And he is apparently considering a total ban on the Department of Defense using these Russian engines, despite the fact that we have received, in writing, from the Secretary of Defense and the Director of